



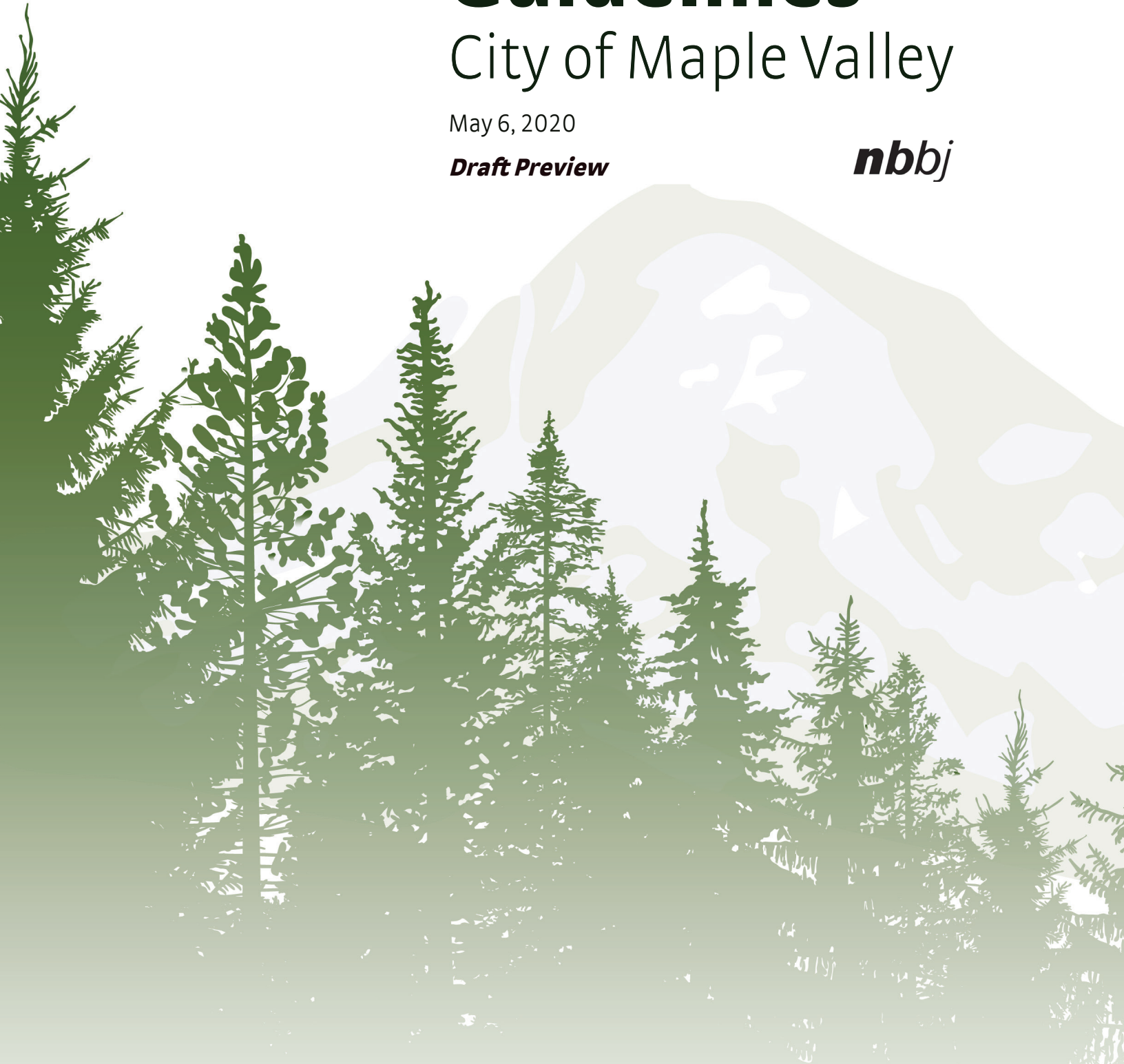
Downtown Design Standards & Guidelines

City of Maple Valley

May 6, 2020

Draft Preview

nbbj



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INTRODUCTION

In May and June of 2019, the City hosted two public meetings focused on imagining the future of downtown Maple Valley. City Council members, Planning Commissioners, Economic Development Commissioners, City residents and City staff attended these visioning events, which identified several common themes. Downtown Maple Valley was described as a unique, walkable place providing activities for citizens and visitors of all ages. Maple Valley residents want a community heart - a place where neighbors run into each other, where the community goes to celebrate and participate in local events. Participants explored examples of successful downtowns across the region and discovered commonalities in scale and design.

Following these visioning meetings, City Council worked with staff to define the future downtown district within an area designated as Town Center North in the 2015 Comprehensive Plan. The Downtown Maple Valley district is situated on State Route 169, approximately between SE 264th and SE 260th Streets and immediately east of the Green to Cedar Rivers Trail, as illustrated  below. The vision for a Downtown Maple Valley at this location builds on the land use goals and policies developed for Town Center North. City Council selected a workgroup to guide a 9-month collaborative planning process to develop design standards as required by the Comprehensive Plan sub-policy LU-P8.2.1. From fall 2019 through early summer 2020, the workgroup met repeatedly to define design criteria that would pro-mote the development of Downtown Maple Valley and the shared vision described in the initial meetings.

Together, the team of volunteer Planning Commissioners, Economic Development Commissioners, property owner representative, City Council members and staff designed the necessary site planning, urban design and architectural standards and guidelines that should shape development within this new neighborhood. Upon approval, this document, Downtown Design Standards & Guidelines,  will be adopted into the City of Maple Valley Municipal Code as an overlay for development within the Down-town district. The intent is to codify the design characteristics of successful small city downtowns in order to shape the future redevelopment of public and private spaces in Downtown Maple Valley.

1.0

ADMINISTRATION OF DESIGN STANDARDS & GUIDELINES



Mt Rainier from Maple Valley | Getty Images

1.0: ADMINISTRATION OF DESIGN STANDARDS & GUIDELINES

Purpose: This document is authorized by the City Council as a major implementation tool of the Maple Valley Comprehensive Plan. The Downtown District Design Standards and Guidelines ("Downtown Standards") contained herein address the quality of the urban environment, recognizing that it is ultimately formed by numerous individual, creative decisions developed by private land owners. The Downtown Standards provide an overview of how to create a pedestrian-oriented, visually cohesive and vibrant neighborhood. They are designed to promote a clear, consistent and predictable process for the redevelopment of land within the Downtown area.

Downtown District Vision Statement

The City of Maple Valley created a vision statement to describe for future stakeholders what the community hopes to achieve through the Downtown Standards and future projects affecting the Downtown.

Downtown Maple Valley will create its own sense of place, welcoming the entire community and providing a vibrant mixed-use destination that connects citizens and visitors of all ages. The new neighborhood will be a walkable and bikeable Downtown mix of public space and mid-rise buildings, including businesses that promote the artistic, cultural and entrepreneurial spirit of the city's residents. The Downtown will offer retail, commercial, housing, civic uses and public open space supported by unrivaled trail connectedness. Downtown Maple Valley will reflect the area's heritage and deliver exceptional access to local businesses, residential neighborhoods, the Legacy Site, and regional attractions.



Image 1.1: Downtown Visioning Summit, May 2019. | NBBJ, members of the public, and the Maple Valley Workgroup participate in a visioning exercise. Exercises like this helped set the framework for the following Downtown Design Standards and Guidelines.

Guiding Principles

To further define, understand and visualize the community's vision for Downtown, the City of Maple Valley formed Guiding Principles to lead the development of the Downtown Design Standards and Guidelines and the Downtown District.

Authentically Maple Valley. Create an identity that is authentic to this community, emphasizing connections and views to the natural environment, and improving the appearance of the physical environment through design guidelines with an emphasis on the public realm.

Vision-Oriented. This is a unique opportunity to create a wholly new Downtown, leaving a lasting legacy. Deliver a usable tool that provides enough clarity that land owners and neighbors can share in the vision and City Staff are able to enforce it.

Pedestrian-Friendly. Construct a safe and accessible pedestrian-oriented environment for walking and biking that provides the 'front door' to new development. Downtown buildings should reinforce the pedestrian feel through the physical design and strive for a "park once" strategy - parking is shared and visitors can walk to multiple destinations without getting back into their car.

Make Downtown a Destination. Create a Downtown as a place to live, work, play and visit. Downtown Maple Valley should be a place that is central to the life of the community and the foothills region. Promote a mix of uses and businesses that draws patrons both day and night.

Environmentally Responsible. Integrate and manage Downtown development to support sound ecological principles by encouraging sustainable building practices, providing low-impact development stormwater management, incorporating energy efficiency strategies and retaining or adding green spaces.

Be Flexible. Needs and wants evolve over time. Be open to new opportunities and ideas that may become available with time but which fit within the overall vision.

Common Open Space. The Downtown development should be relatively dense and compact -- a central open space is needed to support community gatherings, leisure activities and celebrations. The size and location must contribute to the success of Downtown's mix of uses and not isolate, or separate development.


Be Local. Create opportunities for local business to locate and grow in downtown. Integrate residential with other commercial uses to create a dynamic, vibrant community where all are welcome.

1.2: Applicability

- A. The provisions in this chapter apply to all new development within the Downtown District, including, but not limited to, building additions and site improvements through Proportional Compliance.
- B. Where provisions of this chapter conflict with the provisions in any other section of the Maple Valley Municipal Code (MVMC), this chapter prevails unless otherwise noted.
- C. The Maple Valley Downtown Design Standards and Guidelines are intended to provide guidance for creating an active Downtown. It includes both standards (requirements) and guidelines (recommendations). Standards typically use the word “shall”, an active verb (such as, “provide” or “install”), a clear directive (“are not permitted” or “are required”). Guidelines typically use the word “should” or “consider.” Projects must comply with standards and are strongly encouraged to comply with guidelines

1.3: Definitions

Active Uses: Ground floor uses that generate many visits, in particular pedestrian visits, over an extended period of the day. Active uses may be shops, cafes, service and retail functions. Higher density residential and office uses also can be active uses for particular periods of the day. Active uses open directly to the street or pedestrian path providing people-oriented street frontages, allowing passive surveillance and encouraging pedestrian activity.

Arcade: Weather protected Pedestrian-Oriented Secondary Connection for pedestrians only, providing access to multiple vendor retail frontages. 

Block: The developable area that is surrounded by streets or Secondary Connections which provide both pedestrian and vehicular access. City blocks are the space for buildings within the street pattern of a city, and form the basic unit of a city's urban fabric.

Build-To Line: An imaginary line on which the front edge of a building or structure must be built, and which is measured as a distance from the adjacent public right-of-way or Secondary Connection. The build-to line is the back of the required sidewalk unless it is designated to accommodate public space, building modulation or other ground level open space connecting the building to the public realm.

Curb Bulb Extension: Additional sidewalk area used as a traffic calming measure to reduce the crossing distance and allow pedestrians a safe refuge with high visibility for approaching vehicle drivers.

Design Guideline: Recommendations or instructions to further implement and support a policy or design principle.

Design Standard: A mandatory requirement to support and conform to a policy or design principle.

Driveway: Secondary Connection for vehicles leading from a right of way (ROW) or street to parking.

Frontage: Building facade facing a Primary Street or Secondary Connection required to be built at the property line or build-to line.

Green Roof: A green roof is a layer of vegetation planted over a waterproofing system that is installed on top of a flat or slightly-sloped roof.

Intersection: An at-grade junction where two or more streets or Pedestrian-Oriented Secondary Connections cross.

Live-Work Units: Shared space for residential and commercial uses by one tenant.

Lot Line, Front: The lot line separating a lot from a street right-of-way, Pedestrian-Oriented Secondary Connection or as designated at the time of subdivision approval.

Lot Line, Rear: The lot line opposite and most distant from the front lot line. In the case of triangular or otherwise irregularly shaped lots, a line 10 feet in length entirely within the lot, parallel to and at a maximum distance from the front lot line.

Lot Line, Side (Interior): The sides of the lot/parcel not labeled as the front or rear.

Mixed-Use: Development type that blends multiple uses such as residential, office, retail, or entertainment uses into one building, where those functions are to some degree physically and functionally integrated.

Modulation: Articulation or division of an imposing building facade through architectural features, setbacks, or varying rooflines.

Pedestrian Corridor: Pedestrian-Oriented Secondary Connection that provides an open air pedestrian only walkway with active uses fronting the walkway. Corridors connect to a Primary Street and/or other Secondary Connection.

Pedestrian-Oriented: Places where people can easily and safely walk to access goods, services and local amenities. They are places where pedestrian activity is emphasized and prioritized over automobile access through design considerations in both the public realm and adjacent buildings.

Podium: The base of a building. In Downtown Maple Valley, the podium is defined as the ground floor plus required lower level(s) before upper level setbacks are required.

Primary Street: Public right of way within the boundary of downtown, which acts as the primary street for mixed-use development and provides connections to existing collector and arterial rights of way.

Proportional Compliance: Allows for existing structures and uses to continue, while providing a path to make improvements to their property. The section on Proportional Compliance defines the extent to which structures and uses must comply with the new standards and guidelines if renovated or expanded.

Public Realm: The area between private properties available for public use without easement or limitation. Typically includes right of way and adjacent open space.

Regulating Plan: Maps the community vision, specifying the location and applicability of specific design treatments where they are required. Works in tandem with the other design standards and guidelines.

Right of Way: The strip of land platted, dedicated, condemned, established by prescription or otherwise legally established for the use of pedestrians, vehicles or utilities. Can be abbreviated as ROW.

Secondary Connection: Minor connections intersecting the Primary Streets and/or other ROW. These Secondary Connections may be publicly or privately owned and are intended to enhance connectivity, circulation, development capacity and the overall walkability of Downtown Maple Valley.

Service Alley: Secondary Connection constructed as a narrow lane primarily for vehicles or service, running between or behind buildings. Planned primarily for trash access, deliveries, electrical, plumbing, and mechanical services, emergency vehicles and/or access to parking.

Service Area: Infrastructure, equipment and/or other "back of house" operations and access points. Includes but is not limited to the following: loading docks, trash dumpsters, compactors, recycling areas, electrical panels, and mechanical equipment areas.

Setback: The minimum required distance between any structure and a specified line such as a lot line, public right-of-way, private road, easement or buffer line that is required to remain free of

structures unless otherwise provided herein.

Shared Alley: Pedestrian-Oriented Secondary Connection for both pedestrians and service vehicles running between or behind buildings. Considered a secondary circulation within the larger street network for both pedestrians and cars – a shared alley provides enhanced paving materials, lighting, active use frontage, landscape, seating and/or other features.

Site Improvement: Means any of the following but not limited to work on property that requires demolition or removal of improvements, providing landscaping, grading/filling, and new pavement that is beyond basic maintenance.

Stepback: An upper level building facade that is set back or recessed from the lower facade of the building podium.

Street Type: A set of requirements applicable to a public street or an easement. Requirements may include, but are not limited to, right of way width, travel lane dimensions and number, sidewalk width, planting areas and role in the street network.

Through Connection: A grade level pedestrian, cycling, or vehicle access route that is accessible to the public and extends through a city block, parcel, lot or infill block and includes but is not limited to a pedestrian walkway, a street, or an access route through public or private land.

Transparency: Ability to see through a window or door at the pedestrian eye level. The pedestrian eye level is two feet to eight feet up from the sidewalk, following the adjacent sidewalk slope.

Woonerf: A right of way or Secondary Connection where the drivers and bicyclists share the roadway with pedestrians; also known as a “shared street” or a “curbless street”. A woonerf avoids permanent demarcation of the drive area with a curb, and is often level from side to side. The width of the shared roadway space, and the placement of street furniture, parking zones and planting are purposefully located to reduce driver speed and encourage social gathering.

1.4: Uses

Permitted Uses. Uses permitted in the Downtown District follow the underlying zoning CB and TC respectively, with exceptions. See 18.30.030 A; 18.30.040 A; 18.30.050 A; and 18.30.060 A.

The following amendments have been made to the use tables to reflect appropriate uses in a Downtown District:

18.30.030 – None

18.30.040 – The following uses have been modified from Permitted (P) or Conditional (C) to not allowed: Family Child Care Home; Car Wash; Fueling Station - Retail; Funeral Home; Self Storage; Vehicle Repair – Major; Vehicle Repair – Minor.

18.30.050 – Winery/Brewery is Permitted; All other listed uses are not allowed.

18.30.060 – City Hall, Library, Museum, Performing Arts Center are Permitted; The following are not allowed: Courthouse/Jail; Municipal Public Works and Road Maintenance Facilities.

Drive-through facilities of any kind are not allowed in the Downtown District.



Optional Language for 1.4 Uses

~~Permitted Uses. Uses permitted in the Downtown District follow the underlying zoning CB and TC respectively, with exceptions. See 18.30.030 A; 18.30.040 A; 18.30.050 A; and 18.30.060 A.~~

~~The following amendments have been made to the use tables to reflect appropriate uses in a Downtown District:~~

~~18.30.030 – No changes.~~

~~18.30.040 – No changes.~~

~~18.30.050 – Winery/Brewery is Permitted; All other listed uses are not allowed.~~

~~18.30.060 – City Hall, Library, Museum, Performing Arts Center are Permitted;~~

~~The following are not allowed:
Courthouse/Jail; Municipal Public Works and Road Maintenance Facilities.~~

~~Drive-through facilities of any kind are not allowed in the Downtown District.~~

1.5: PROPORTIONAL COMPLIANCE

- A. Proportional Compliance Adjustments apply to existing development on lots or parcels within Maple Valley's Downtown.
- B. Proportional Compliance Adjustments shall be granted for changes to existing development where the value of improvements falls below one of two thresholds. For the purposes of determining eligibility for Proportional Compliance Adjustments, the value of previously made and currently proposed improvements shall be cumulative over the most recent five year period, including calculations of all previously completed remodels within that period, but not including life/safety improvements or normal maintenance requiring a building permit. If a structure is damaged by accidental fire or natural disaster, a structure may be replaced in its original building footprint and shall not exceed its original gross area without triggering proportional compliance requirements. The combination of these previously made and currently proposed improvements shall be referred to as the "Considered Improvements." Proportional Compliance Adjustments may only be applied to modifications and improvements within the footprint of an existing structure.
1. When the value of the Considered Improvements is less than 5% of the King County Assessed Value of existing Improvements (buildings) or less than \$100,000, whichever is smaller, the applicant may secure a building permit for the proposed improvements without meeting the requirements of the Downtown Standards.
 2. When the value of the Considered Improvements is greater than the threshold described in subsection 1, above, but less than 20% of the King County Assessed Value of the existing Improvements (buildings) or less than \$250,000, whichever is smaller, the applicant must contribute to the Downtown Right of Way Fund for public realm improvements. The contribution shall be calculated as 20% of the value of the Considered Improvements and paid to the City of Maple Valley. The Downtown Right of Way Fund will be used to finance development and/or maintenance of the public realm within the Downtown.
 3. When the value of the Considered Improvements is greater than the threshold described in subsection 2, above, the proposed improvements must meet the requirements of all Downtown Standards, including the public realm improvements.
 4. Expansion of building footprint: any new building square footage, whether associated with a building expansion or standing alone, is required to meet all Downtown Standards and make improvements to the public realm as noted above.

1.6: DESIGN REVIEW

All new structures and all existing structures that are being renovated shall be subject to the Downtown Urban Design Standards and Guidelines (the “Design Standards”). The Design Standards Review Process shall be conducted by the City of Maple Valley planning staff. No permits for construction or occupancy shall be issued until all applicable requirements have been met. See MVMC 18.110 for Variances and Conditional Uses.

1. All development proposals within the Downtown shall be required to schedule a pre-application meeting with the City of Maple Valley.
2. Proposers shall submit the following materials for review when scheduling a pre-application meeting:
 - a. Conceptual Connectivity Plan: Showing approximate locations and types of Primary and Secondary Connections proposed with spacing and relationships to adjacent properties and neighborhood.
 - i. Indicate how development, open space, parking, Secondary Connections and other site uses are meeting the intent of the Downtown Maple Valley Design Principles.
 - b. Conceptual Site Plan: Showing location and total development proposed, frontage, service areas and table of proposed uses. Show access, location and parking requirements.
 - c. Conceptual Landscape Plan: Location and dimensions of required and/or proposed open spaces and landscape requirements.
 - d. Initial LEED Checklist or equivalent.



Diagram 1.1: Design review process in the Downtown District.

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2.0

CONNECTIVITY & CIRCULATION

PURPOSE: Connectivity and circulation will provide the physical organizing structure and downtown development framework for creating a pedestrian friendly environment.



Green to Cedar Rivers Trail at SE 263rd Street | Source: City of Maple Valley

2.1: CONNECTIVITY

Intent: Establish a complete network of new and existing Through Connections which may take multiple forms to improve the pedestrian environment by making it easier, safer and more comfortable to walk, bicycle and drive throughout the downtown.

Standards

S-01 The Existing Right of Way Plan, See *Diagram 2.1*, outlines the hierarchy and requirements of each street or connection type. The location of new and existing streets, Through Connections and their required intersections are determined by S-02. Each street or connection shall meet the design intent and other regulating factors (such as frontage development requirements found herein).

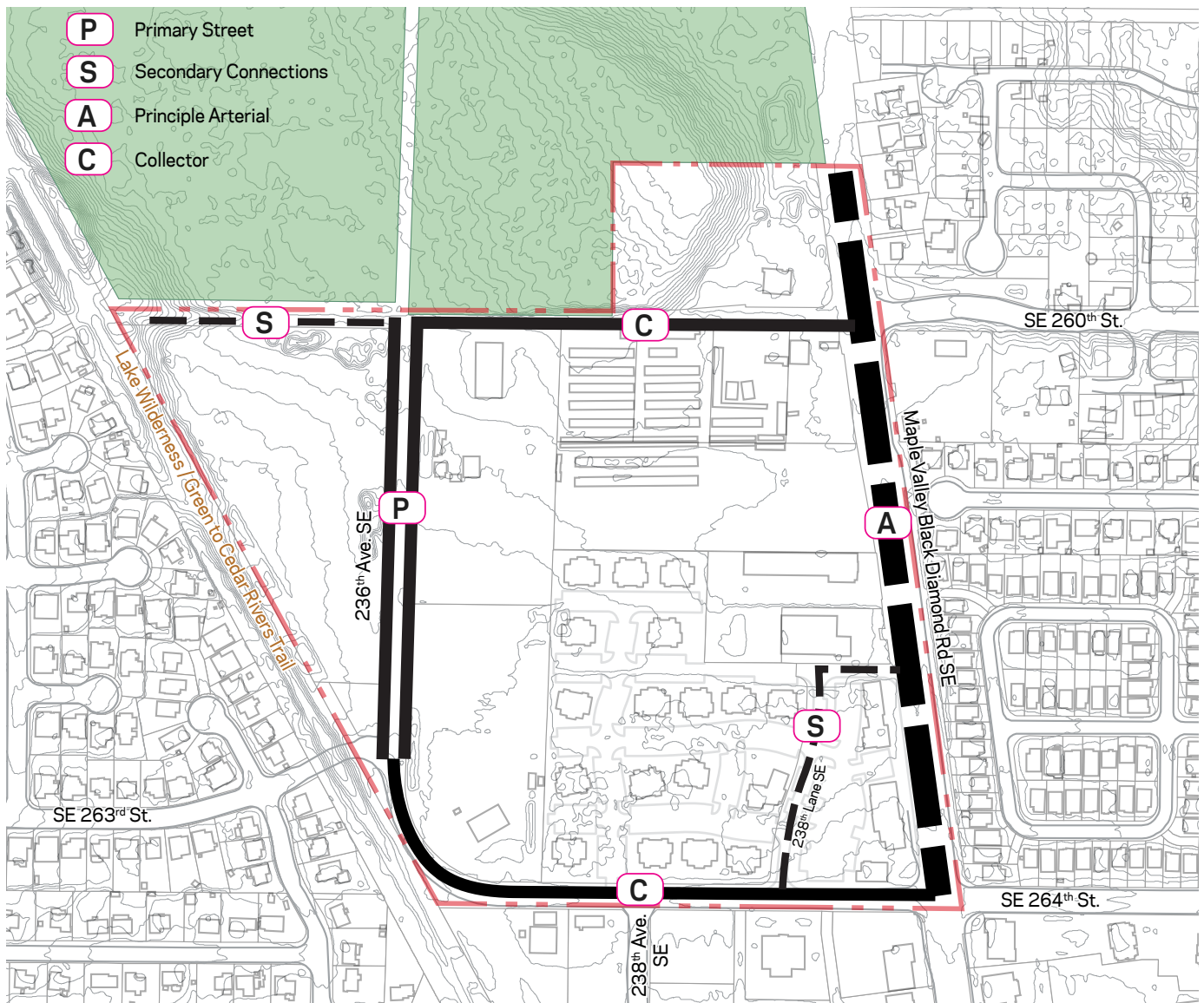


Diagram 2.1: Existing Right of Way (ROW) Plan

S-02 Connection Spacing:

a. Block Length: Connections are required at regular intervals:

- i. Minimum block length of 260 feet
- ii. Maximum block length of 360 feet
- iii. Applies to all rights of way, including Primary Streets and Secondary Connections.

b. Secondary Connections with vehicle and pedestrian access shall provide a cohesive grid of connections to and from the public ROW. Maximum block perimeter length shall be 1,440 feet.

c. Additional mid-block, Pedestrian Only Secondary Connections are required for block lengths longer than 300 feet. These pedestrian walkways are intended to connect parking areas to destinations. See Diagram 2.2

d. All intersection or block spacing measurements shall be measured from centerline-to-centerline.

Table 2.1 : Street Connection Type

Street Name	Street / Frontage Type
SE 260th Street	Collector
236th Avenue SE	Primary
Maple Valley-Black Diamond Road SE (SR 169)	Principal Arterial
SE 264th Street	Collector
238th Avenue SE	Secondary
Secondary Connections	Secondary

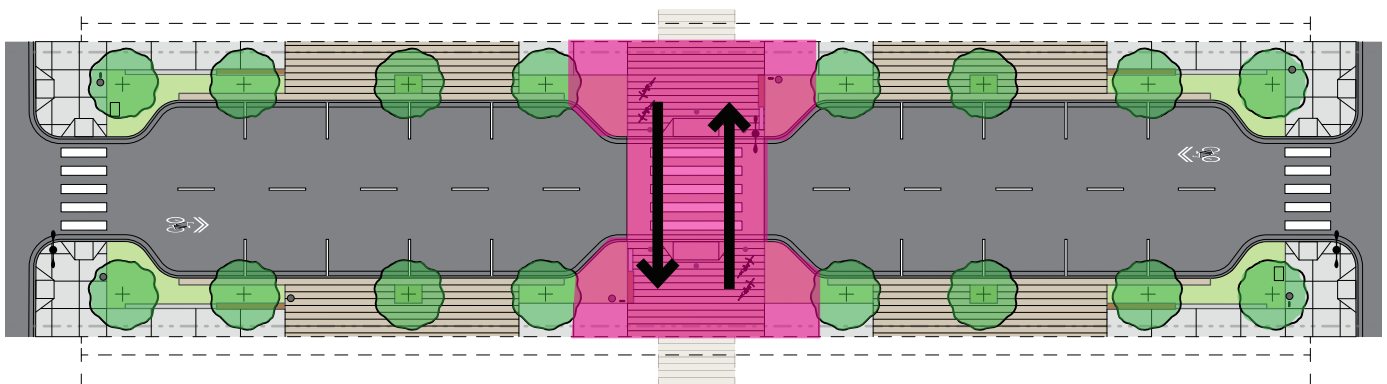


Diagram 2.2 : Mid-block Crossing | Mid-block crossings allow for increased pedestrian safety by providing more direct and frequent connections.

2.0 CONNECTIVITY AND CIRCULATION

S-03 The following Secondary Connections are approved for use to meet the requirement of S-02. See Table 2.2

Table 2.2 : Connection Requirements

Connection Type		Width	Pedestrian Access	Through Connection
Pedestrian-Oriented Secondary Connection				
1	Private Street or Future Dedicated ROW	40-60 Feet	Required	Required
2	Woonerf	32-60 Feet	Required	Required
3	Shared Alley	24-30 Feet	Required	Required
4	Arcade	12-20 Feet	Required	Not Required
5	Pedestrian Corridor	12-20 Feet	Required	Not Required
Secondary Connection				
6	Service Alley	20-24 Feet	Not Required	Required
7	Driveway	20-24 Feet	Required	Not Required

pedestrian oriented connection limited to street or woonerf?

S-04 A Pedestrian-Oriented Secondary Connection, (Street or Woonerf), is required one block south of SE 260th St. The connection shall intersect at 236th Ave SE, the Primary Street, and run parallel to SE 260th St. for a minimum of two blocks.

is this limited to street or woonerf? Does it have to connect through west of main street?

S-05 Secondary Connections shall not store any service related equipment such as garbage and recycling receptacles or be used for storage. These connections may be used for service access.

S-06 If an immediately abutting contiguous property has previously developed a Secondary Connection, adjacent property owners shall provide a Secondary Connection congruent to that which it is connecting with the intent of providing pedestrian and vehicular access through multiple parcels. For example: a street may connect to a woonerf, but a street should not connect to a service alley or pedestrian corridor to create a Through Connection.

~~S-07 Provide parallel parking along new public ROW and Pedestrian-Oriented Secondary Connections such as streets and woonerfs.~~

S-08 Curb Bulb Extensions are required at intersections and mid-block crossings. If a block length is greater than 300 feet along the Primary Street a mid-block crossing will be required and subject to Director approval on all other connections.

S-09 Secondary Connections to SR 169 shall be coordinated with the City of Maple Valley and provided with Director approval and subject to WSDOT coordination. Provide a traffic study to evaluate vehicle control access at proposed intersections.

S-10 All Secondary Connections will be privately owned and maintained, but an easement will be recorded with the King County Assessor for public access.



Image 2.1: Cadys Alley, Washington D.C. | Shared alleys provide opportunities to activate connections with retail activities and additional options for pedestrian travel.



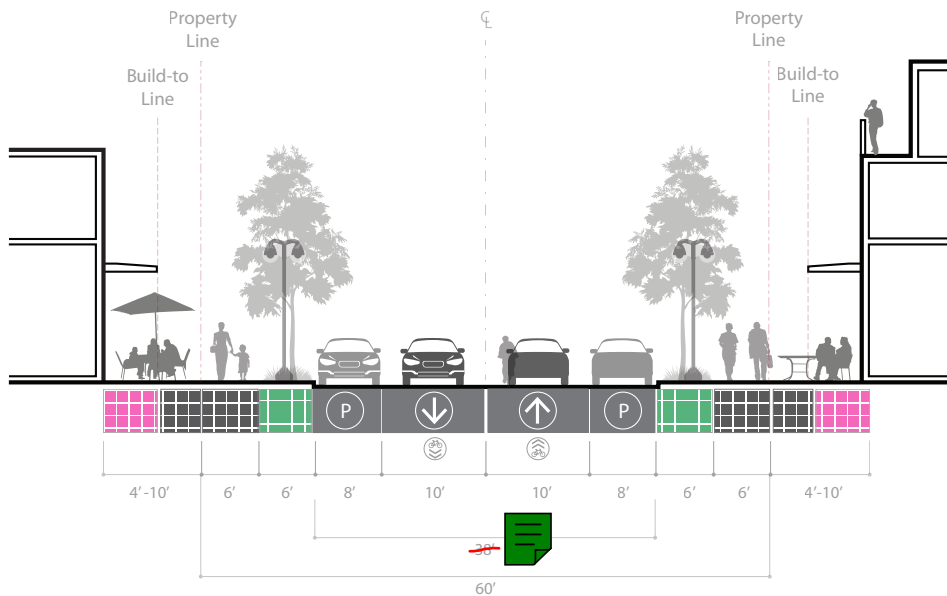
Image 2.2: Woonerf Example Washington D.C. | Woonerfs create inviting public spaces by enhancing the public realm often with the help of slower moving vehicles as well as quality paving materials and lighting.

Guidelines

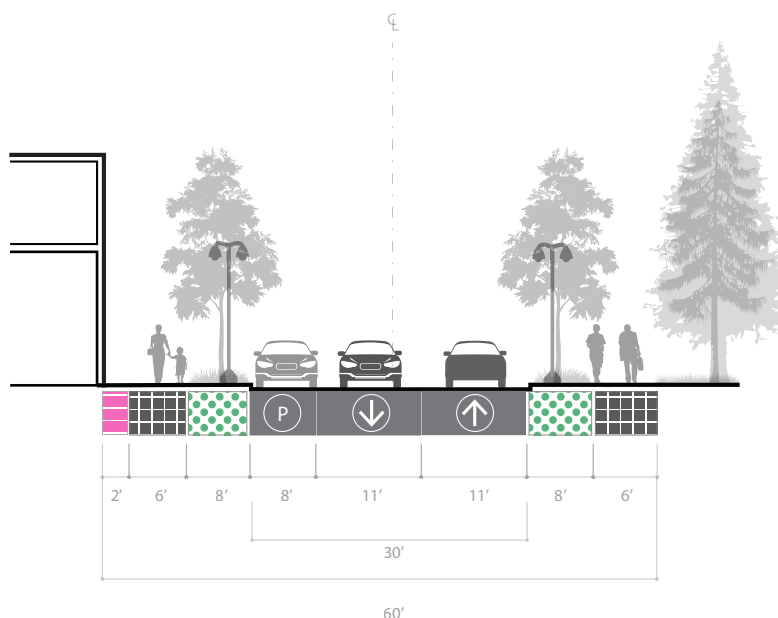
- G-01 Pedestrian-Oriented Secondary Connections are preferred and should be integrally designed as part of the pedestrian circulation network.
- G-02 Secondary Connections are intended to enhance the pedestrian experience while providing additional connections within each site and the Downtown. Design of all Secondary Connections should prioritize the pedestrian through quality paving material, planting, lighting, street furniture and be integrated and coordinate with design selections in the Downtown ROW. These should be well maintained and designed to be functional yet inviting pedestrian spaces.
- G-03 Provide pedestrian routes that minimize walking distances from parking to Primary or Secondary Frontages to the extent practical.
- G-04 Secondary Connections with vehicle access should align with other Secondary Connections across Primary Streets and public ROW if possible. If alignment is not feasible, the minimum centerline offset should be 125' or as directed by the City.
- G-05 To facilitate shared parking and a reduction in vehicle crossings of pedestrian pathways in the Downtown, access easement agreements and shared parking agreements between landowners is encouraged in the Downtown.
- G-06 Provide parallel parking on Secondary Connections such as private streets and woonerfs particularly those with active use street frontages.
- G-07 Combine stormwater management features into curb extensions at intersections. Integrate flow-through planters and rain gardens, parklets and bicycle parking corrals into the curb extension.







Street Sections Primary and Collector Streets

Primary Street (236th Ave. SE)



Collector Street (NE 260th St.)

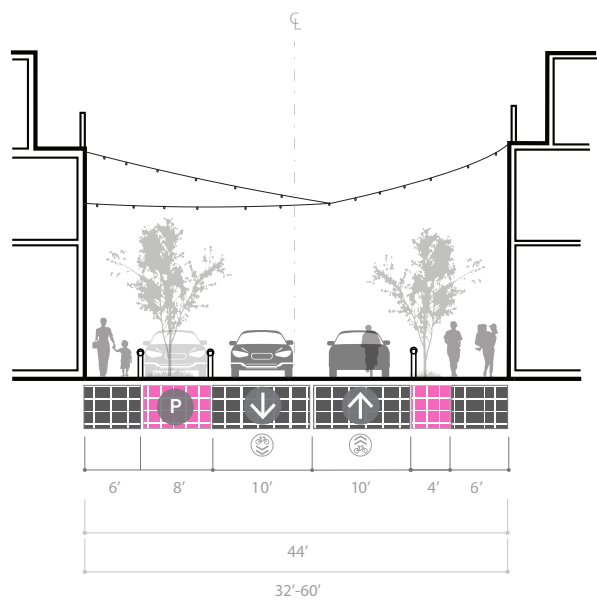


-  Street (Required)
-  Sidewalk (Required)
-  Curb Space (Required)
-  Landscape (Required)
-  Flex Space
-  Shared Bike Lane

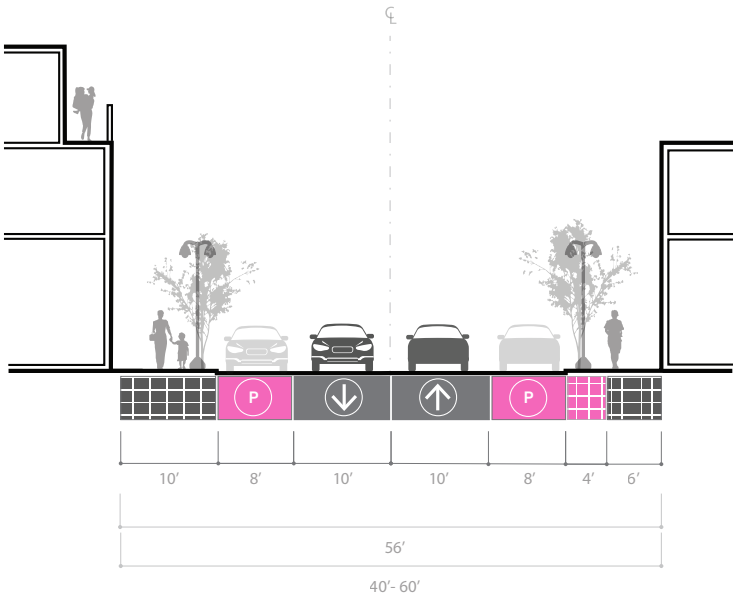
Street Sections

Pedestrian Oriented Secondary Connections

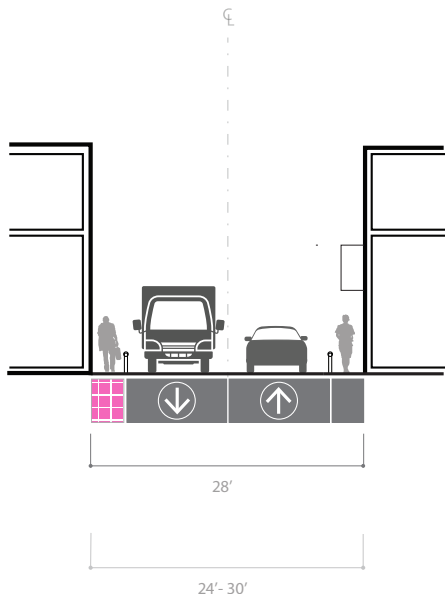
Woonerf



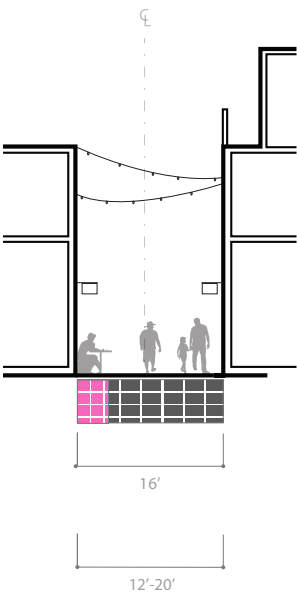
Private Street



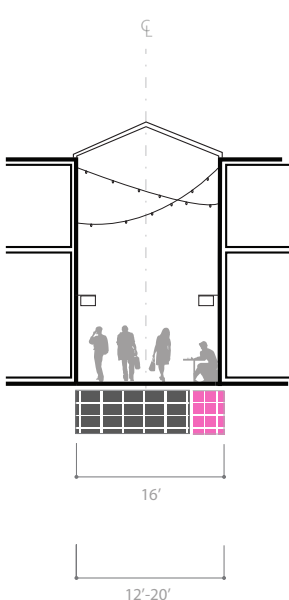
Shared Alley



Pedestrian Corridor

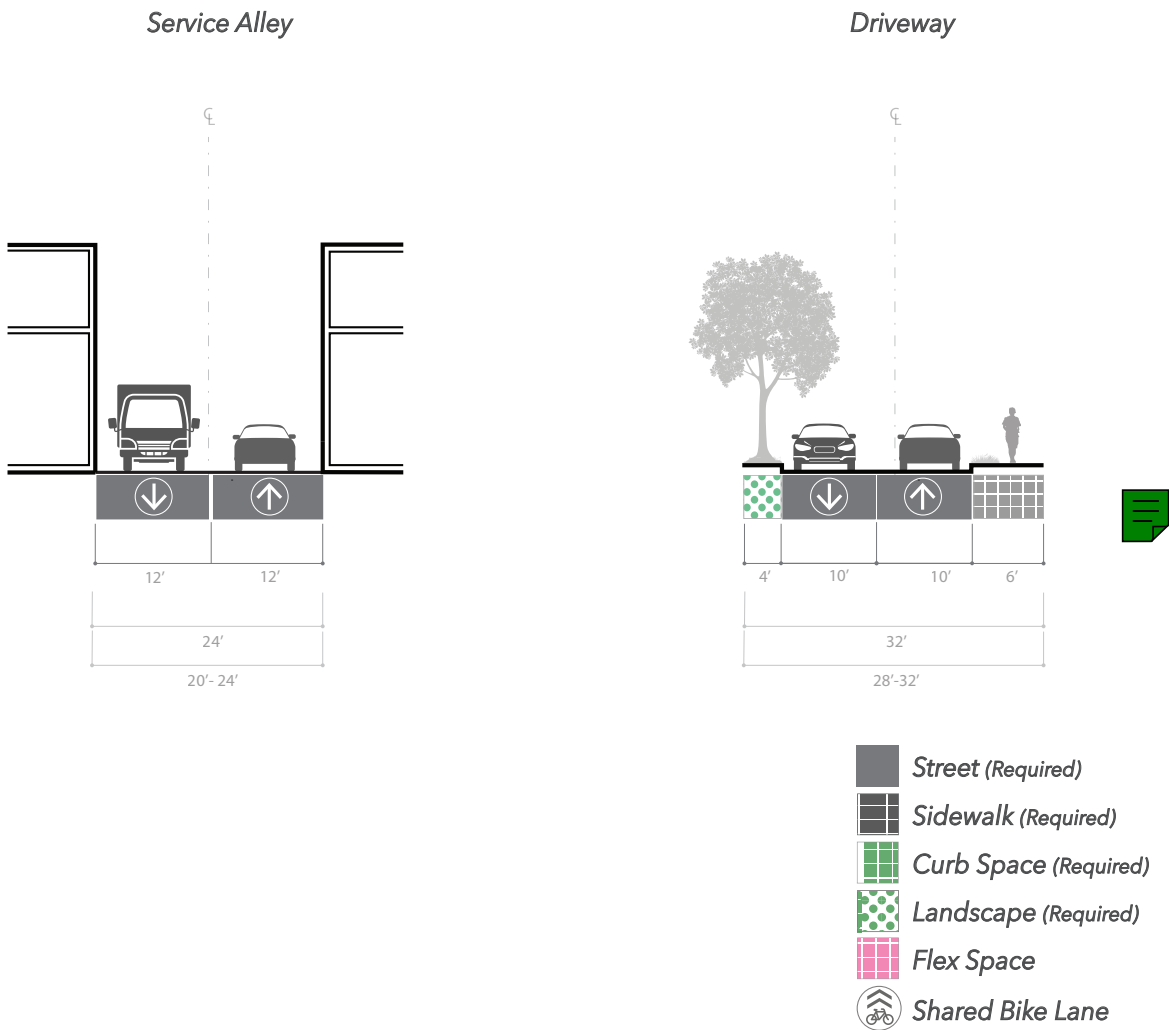


Arcade



Street Sections

Secondary Connections



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2.2: STREET FRONTAGE

Intent: Street frontages aim to enhance the vision for an active and pedestrian oriented Downtown by requiring building entrances to locate on connections and incorporate active uses on the ground floor.

Standards

- S-01 Required street frontage development proportions are based on the total linear measurement of available frontage along the build-to line or property line.
- Frontage along the Primary Street and the required Pedestrian-Oriented Secondary Connection is the priority in the Downtown and shall be developed to the minimum requirement. These proportions of development cannot be redistributed but should aggregate toward the Primary Street to reinforce a walkable environment. See *Diagram 2.3*
 - The required frontage development on other Secondary Connections or ROW can be combined and/or redistributed between the four sides of the block with the intent of creating a cohesive and walkable Downtown. See *Diagram 2.4*.
 - Development Frontage percentage is measured by calculating the length of the building facade as a proportion of the face of the block (linear feet).
 - Active Use percentage is measured by calculating the width of the facade that includes the qualifying use and is visible to the ROW or Secondary Connection through doorways and/or windows. See *Diagram 2.5*

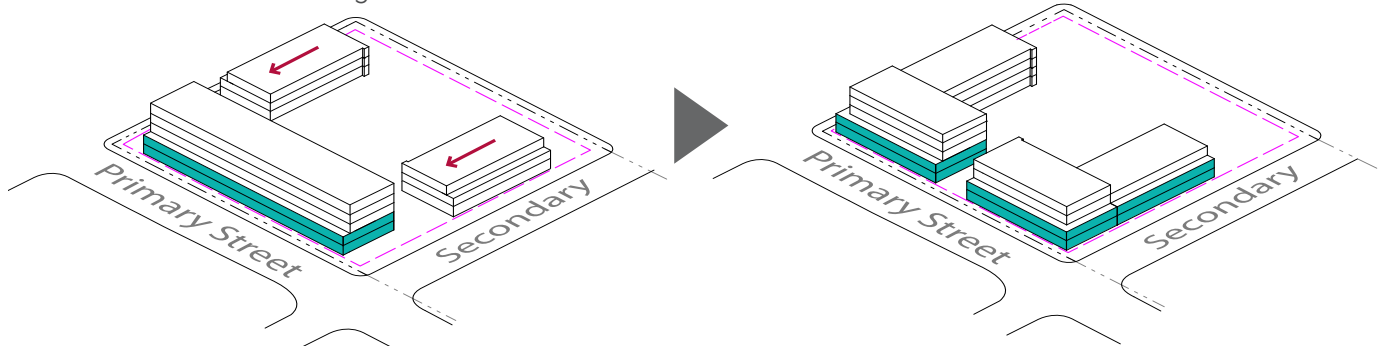


Diagram 2.3 : Development Frontage Diagram | Development along Secondary Connection should aggregate towards the Primary Street to create a cohesive walkable Downtown.

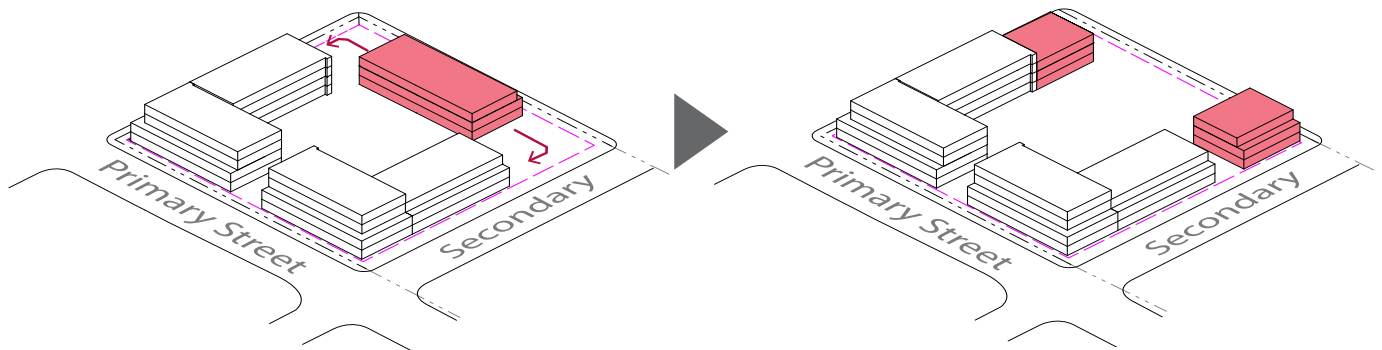


Diagram 2.4 : Building Reconfiguration Diagram | Development on any given block can be reconfigured to maximize frontage and provide adequate space for circulation.

Table 2.3 : Minimum Frontage Development Requirements

	Principal Arterial	Collector	Primary	Pedestrian-Oriented Secondary Connections					Secondary Connections	
	SR-169	SE 26 th St.	Primary Street	Private Street	Woonerf	Shared Alley	Pedestrian Corridor	Arcade	Driveway	Alley
Development Frontage	50%	50%	80%	60%	60%	50%	80%	80%	0%	0%
Active Uses	30%	30%	80%	40%	40%	30%	60%	60%	0%	0%

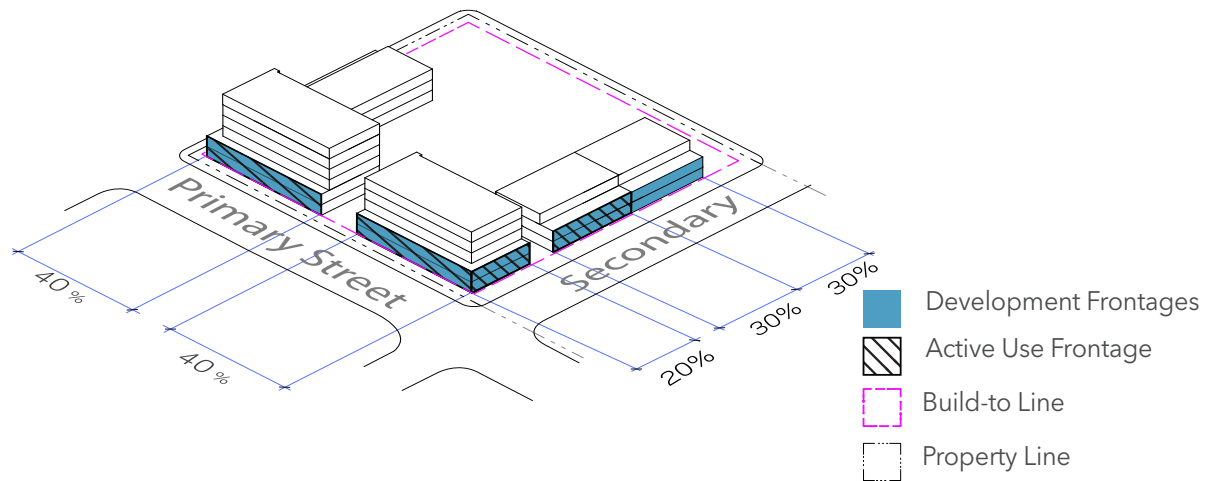



Diagram 2.5 : Frontage Development and Active Use Diagram | Along with a specific amount of development, frontages must meet required active use requirements.

-  S-02 Primary building entries for active uses (retail, commercial, office, and residential lobby) shall be located on a Primary Street or a Pedestrian-Oriented Secondary Connection.
- S-03 A minimum sidewalk width of six feet shall be maintained unobstructed, free of street furniture, street trees, planters, and other vertical elements for clear pedestrian circulation on all sidewalks in Downtown.
- S-04 The following uses shall be considered active uses in the Downtown:
 - a. Retail
 - b. Food and beverage establishments
 - c. Commercial services
 - d. Commercial office and residential entrance lobbies shall be considered an active use but are limited in dimension. See Building Design.
 - e. Live-work units if located on Pedestrian-Oriented Secondary Connection.

2.0 CONNECTIVITY AND CIRCULATION

- S-05 Sites with residential units on a Pedestrian-Oriented Secondary Connection shall provide direct pedestrian access between all ground-level unit entries and the Secondary Connection.
- Open space needs to be visually accessible.
 - Any perimeter enclosures of open space shall have a limit of 36" in height and must meet other site design requirements.
- S-06 Frontages not inhabited by buildings require landscaping. See Site Design: Landscape.
- S-07 Retail and restaurants may have a designated outdoor seating along Primary Streets or Pedestrian-Oriented Secondary Connections. See *Diagram 2.6*
- Required minimum sidewalks width shall be maintained clear of outside areas for approved cafes or other outdoor uses.
 - Additional permits and approvals may be required of the City.
- S-08 If a building is set back from the property line through modulation or as required by a build-to line, this space shall be treated as an extension of the public realm with similar materials, design and treatment.
- S-09 No primary pedestrian entrance shall be accessed from a surface parking lot.
- S-10 ~~Residential or Commercial office lobby uses along Primary Streets shall not exceed 30 feet of the building frontage.~~

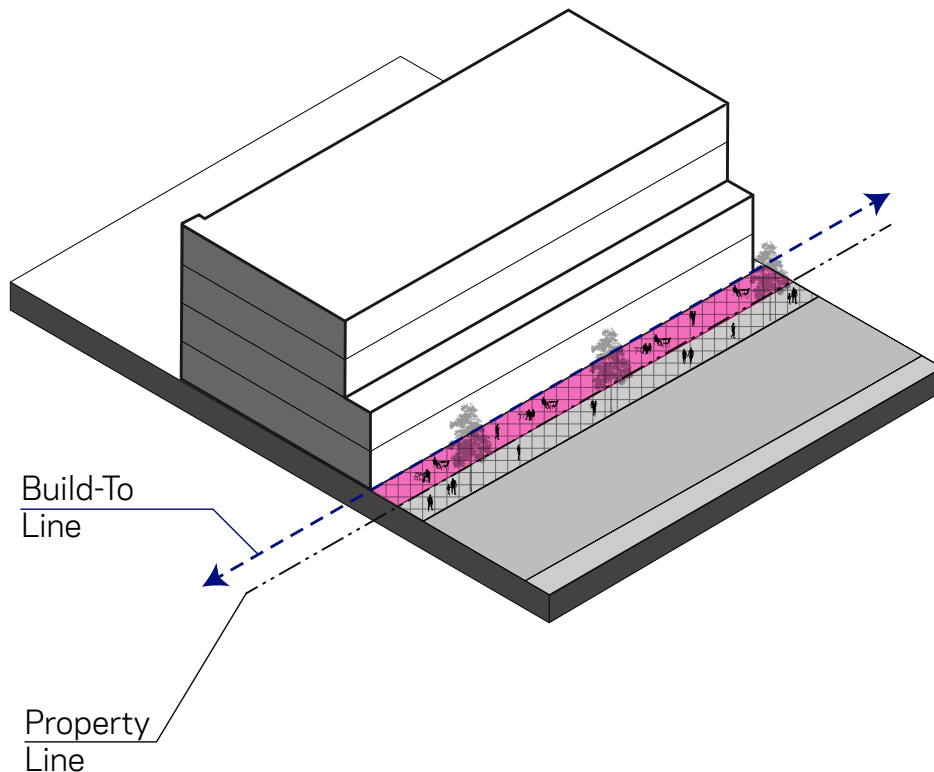


Diagram 2.6 : Cafe Zone Diagram | Setback provides additional space in the public realm and sidewalk activation. For dimensions see Table 3.1: Setback Requirements)

Guidelines

- G-01 Outdoor café seating and other retail activities are encouraged, in order to define and activate the public realm.
- G-02 Primary Street frontage shall be activated through the use of street furniture, pedestrian lighting and wayfinding elements.
- G-03 Design street frontages to enhance the pedestrian environment.



Image 2.3 : Outdoor Cafe Seating, New York City Cafe Dante. | Outside cafe seating is desirable for both business owners and the public.

2.3: TRAIL CONNECTIONS

Intent: To strengthen and provide additional connections to/from the Green to Cedar Rivers Trail for trail users and businesses in the Downtown.

Standards



S-01 Provide an enhanced trail connection from the corner of SE 260th and 236th Ave. SE to the Green to Cedar Rivers Trail

Guidelines

- G-01 Enhance existing connections or provide additional downtown connections to the trail to encourage non-motorized trips to Downtown.
- G-02 Providing active uses along the trail or any new trail connections is encouraged to create a stronger connection between the trail and Downtown. ~~If a physical connection is not possible provide a visual connection between trailside development and the trail.~~
- G-03 When possible, design new public open spaces to connect to the Green to Cedar Rivers Trail to provide additional active and passive recreational opportunities for the community.



Image 2.4 :Prairie Line Trail - Tacoma, WA | The trail-head of the Prairie Line Trail provides respite for pedestrians while also telling a portion of the interpretive history of the site, the first railway line to reach the Pacific Coast.



Image 2.4 : Near Lake Wilderness Park - Maple Valley, WA | Green to Cedar Rivers Trail at Witte Road SE.